

## **§ 72.01–90**

which a test of a superior character may be required depending upon the height to which the liquid has access in the tank or its connections.

(b) [Reserved]

[CGFR 65–50, 30 FR 16903, Dec. 30, 1965, as amended by CGD 79–023, 48 FR 51007, Nov. 4, 1983]

### **§ 72.01–90 Vessels contracted for prior to November 19, 1952.**

(a) Existing structure previously approved will be considered satisfactory so long as it is maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. Minor repairs and alterations may be made to the same standard as the original construction.

(b) [Reserved]

[CGFR 65–50, 30 FR 16903, Dec. 30, 1965, as amended by CGFR 66–33, 31 FR 15281, Dec. 6, 1966]

## **Subpart 72.03—General Fire Protection**

### **§ 72.03–1 Application.**

(a) The provisions of this subpart shall apply to all vessels.

(b) [Reserved]

### **§ 72.03–5 Fire hazards to be minimized.**

(a) The general construction of the vessel shall be such as to minimize fire hazards insofar as is reasonable and practicable.

(b) [Reserved]

### **§ 72.03–10 Woodwork insulated from heated surfaces.**

(a) Internal combustion engine exhausts, boiler and galley uptakes and similar sources of ignition shall be kept clear of and suitably insulated from any woodwork or other combustible matter.

(b) [Reserved]

### **§ 72.03–15 Lamp room construction.**

(a) Lamp, paint, and oil lockers and similar compartments shall be constructed of steel or shall be wholly lined with metal.

(b) [Reserved]

## **46 CFR Ch. I (10–1–08 Edition)**

## **Subpart 72.04—Navigation Bridge Visibility**

### **§ 72.04–1 Navigation bridge visibility.**

Each passenger vessel which is 100 meters (328 feet) or more in length and contracted for on or after September 7, 1990, must meet the following requirements:

(a) The field of vision from the navigation bridge, whether the vessel is in a laden or unladen condition, must be such that:

(1) From the conning position, the view of the sea surface is not obscured forward of the bow by more than the lesser of two ship lengths or 500 meters (1640 feet) from dead ahead to 10 degrees on either side of the vessel. Within this arc of visibility any blind sector caused by cargo, cargo gear, or other permanent obstruction must not exceed 5 degrees.

(2) From the conning position, the horizontal field of vision extends over an arc from at least 22.5 degrees abaft the beam on one side of the vessel, through dead ahead, to at least 22.5 degrees abaft the beam on the other side of the vessel. Blind sectors forward of the beam caused by cargo, cargo gear, or other permanent obstruction must not exceed 10 degrees each, nor total more than 20 degrees, including any blind sector within the arc of visibility described in paragraph (a)(1) of this section.

(3) From each bridge wing, the field of vision extends over an arc from at least 45 degrees on the opposite bow, through dead ahead, to at least dead astern.

(4) From the main steering position, the field of vision extends over an arc from dead ahead to at least 60 degrees on either side of the vessel.

(5) From each bridge wing, the respective side of the vessel is visible forward and aft.

(b) Windows fitted on the navigation bridge must be arranged so that:

(1) Framing between windows is kept to a minimum and is not installed immediately in front of any work station.

(2) Front windows are inclined from the vertical plane, top out, at an angle of not less than 10 degrees and not more than 25 degrees.